The Marker Lamp

Volume 57 Number 4 Fall 2011

Craig Brantley's On3 D&RGW Spring Division just one of the great layouts that will be open for the Gulf Coast Linited in Houston 2012

The Gulf Coast Limited Houston

June 6-10 2012

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The Marker Lamp

The Official Publication of
The Lone Star Region of The
National Model
Railroad Association

Volume 57, Number 4

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The editorial policy of **The Marker Lamp**, the official publication of **The Lone Star Region**, shall be to contribute, wherever possible, to the promotion, growth and understanding of the hobby of Model Railroading, within the confines of good taste and responsibility.

The Marker Lamp is published once each quarter by and for the members of **The Lone Star Region** of **The National Model Railroad Association**.

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Submission Deadlines &
Advertising Closing Dates

Winter Issue.....January 15
Spring Issue .....April 15
Summer Issue.....July 1**5**
Fall Issue.....October 15

Mailing Date:
Approx. 30 Days After Deadline.
Materials received after the deadline will be held for the next issue unless the author requests otherwise.

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President's Message

by Bill McPherson

After such an unbearably hot summer, it will be exhilarating to hit the road to the wide variety of railroad activities throughout the Lone Star Region. Take a look at the "Up The Track" articles by Bill Dryden in every issue of *The Marker Lamp* for updated lists of the numerous activities. From October through January there will be 30 different events including train shows, historical societies' events, live steam meets, train rides, and operating sessions…something for everyone.

In Houston several weeks ago Tom Browning and I attended an excellent clinic on decaling put on by that Master of Everything, Tracy Mitchell. We then participated in a planning meeting for the 2012 Gulf Coast Limited LSR Convention to be held in Houston from June 6 to 10. Bob Barnett, convention chairman, already has his convention assistants hard at work on the *details* of this 2012 convention. I distributed copies of my newly revised LSR Convention Responsibilities which have been expanded to provide considerably more details on planning and implementing the critical elements of a convention. Houston is very fortunate to have a large number of enthusiastic, talented model railroaders who are rich in experience in putting on excellent LSR conventions, train shows, and layout tours.

Elsewhere in this *The Marker Lamp* are several articles describing many exciting activities for this 2012 LSR convention that will make it outstanding. The Houston area has one of the largest concentrations of industries in the world that use railroads extensively. This provides the convention attendees many more opportunities to see the prototypes. The convention website will be active soon as a link from the LSR website. In the winter issue of *The Marker Lamp* (which you should receive around February 1) a registration form and many more enticing articles will be featured. Make your plans now to attend the Gulf Coast Limited.

At the monthly Division 3 meetings Director Jerry Hoverson and his crew are putting on a BIG "moment in the sun" production to recognize a division member who has earned an achievement certificate or a Golden Spike award. This recognition is so significant to the recipient because everyone appreciates being recognized for his efforts.

Aren't you lucky to be involved in the World's Greatest Hobby as a member of the outstanding Lone Star Region!

View from the Spar Pole

By Chuck Lind, MMR

The ceiling is all fixed and just when we thought things were getting back to normal I received a call while in Illinois for my aunt's 90th birthday that my sister had passed away in Houston. While this was not a surprise call, since she had been sick for the past couple of years, it is still not the call you want to get. For the past 4-5 years my sister had been pushing me to get the family history my cousin, my sister, and I had been working on published. So this past year this became a priority project and with my sister in and out of the hospital we worked on the book. Whenever I visited her in the hospital the first words were, "How's the book?" Progress was always met with a smile and a little more pushing. The plan was to have the book ready for my aunt's 90th birthday and the Tuesday before the birthday I delivered my sister the completed book and we spent a great afternoon reviewing it. The next Tuesday, her work was done and the family history was told.

The next month it was Laurie's turn to receive that call. Her sister's caregiver called and Laurie headed to her sister's side and the hospital where she passed away quietly the following day.

While the loss is always hard, even when you know it is coming, it is still hard to take. Both of our sisters were older than us by many years and their health had been bad for the past several years, so we look at it as a blessing for them.

September was time for me to head out to the Narrow Gauge Convention which was in North Carolina this year. Headed out from Texas with another modeler and picked up a couple of other narrow gaugers along the way visiting areas of interest, wineries, and model railroads. Great way to spend the week! We did do a side trip to the Biltmore house in Ashville. What a house, but no train room. While the convention was great as always between the clinics and vendor room, there was a problem. The problem was the model railroad layouts were in 3 states so the drive time was significant.

Returning from the convention it was time to get my layout in shape for the Houston layout tours. With Laurie inheriting her sister's home, it was decided this would be the last open house of this layout since we would be moving in the future. We had a good crowd over the two days and I was asked over and over if I had regrets in tearing down the layout. The answer was always no. New layout, and a new challenge, and hopefully a bigger and better layout. Time to get busy, needs to be ready for the Narrow Gauge Convention in Houston 2015.

The Dog Ate My Homework

(And the Dates for the 2012 LRS Convention are June 6 -10, 2012)

The early announcement for the 2012 ***Gulf Coast Limited*** contained the wrong dates. Next year's convention will be held ***the first full weekend in June*** just as the recent San Antonio and Lubbock Conventions. The error "E" in the score book does not go to the *Marker Lamp* Editor but was on me. In preparing the article I look at the tiny "Next Year Calendar" in the back of my business planning calendar. Let's just say the first page of the planning notebook for the 2012 LSR now has a full size June 2012 Calendar page with the dates **June 6 through 10** shaded in yellow.

This edition of the *Marker Lamp* contains articles on the legacy of the Houston Layout Tours (and why that gives us a great stable of layouts for the 2012 Convention), the evening in the park and information on planned events outside the Convention Hotel.

The theme for the Convention will be ***"Houston-Where 17 Railroads Meet the Sea***". The slogan was lifted from an old poster produced by the Houston Chamber of Commerce in the early 1920's. Our guest speaker will be Douglas Weiskopf, Houston historian and author of ***Rails Around Houston,*** published in 2009. Many of the prototype clinics will focus on the lines that served the upper Gulf Coast and the industries in the area. I will let clinics chairman Tracy Mitchell tell you the clinician names and topics.

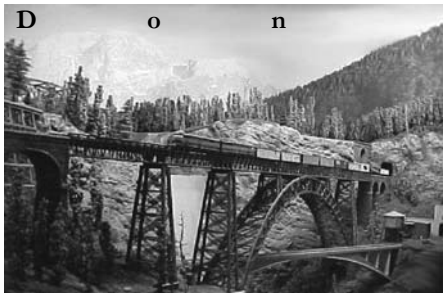
We are pleased to play host to the Lone Star Region in 2012 and look forward to seeing each of you here. — Bob Barnett

Houston's Layout Legacy

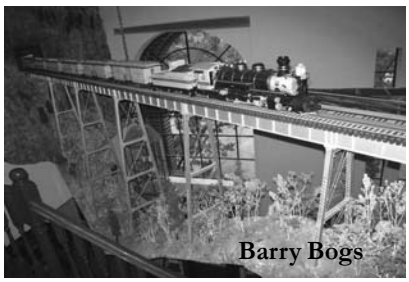
by Bob Barnett

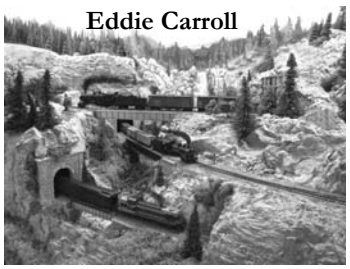
Gil Greitag

One of the distinguishing features of model railroading in Houston has been the annual fall layout tours sponsored by the San Jacinto Model Railroad Club. To the best of my knowledge Houston is unique in providing home layout tours separate from a convention or train show. The typical fall tour now has 60 to 65 layouts open to visitors, but we started out small and a long time ago.

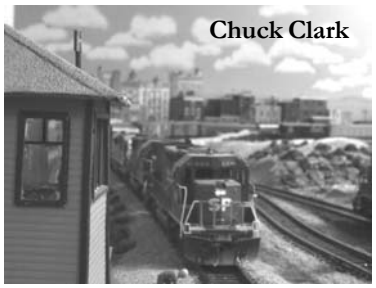

D o n

In the Beginning: Numerous Houston area layouts had been open for LSR Conventions and the 1957 NMRA National Convention held in Houston prior to the beginning of the fall tours. According to SJMRRC records (old copies of *The Derail*) the first November open house was hosted by Greg Johnson at his home over Thanksgiving weekend in 1971. However, Angie Caulking told me that Ken started the November open houses a year or two earlier. Knowing Ken's devotion to open houses, some lasting through most of the night, I believe it. In 1972 and 1973 Ken Caulking held open houses in honor of Model Railroading Month. By 1974 several Houston area layouts were open in November including Ken, Gil Freitag, Joe (Sarge) Reese, and the Houston Society of Model Engineers. In 1976 the first printed "Time table for November Activities" was assembled by Henry Tolley and Diane Caulking. You will note that Diane was not yet Diane Tolley. Up until this time the notices of the open houses were given in *The Derail* and through local hobby shops.


Barry Bogs

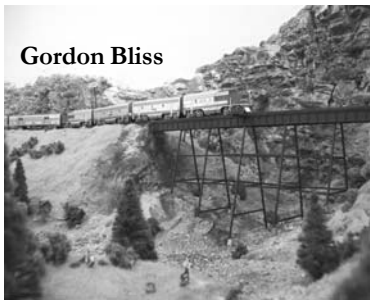

Eddie Carroll

The November Tour Expands: In the early 1980's a typical November tour included 9 to 12 layouts. The tour guide sheets were typed by my wife Beverly on an old Smith-Corona typewriter. There was no spell check and correcting errors in the directions was a real chore. The directions to Gordon Bliss' layout were never quite right as the Highway Department was reconstructing I-10 and the traffic patterns were constantly changing. (Some things have not changed over the last 30 years.) In 1984 Houston hosted the LSR

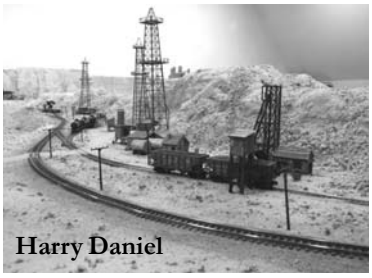

Chuck Clark

Convention and it was a real accomplishment to assemble 17 layouts for the tour.

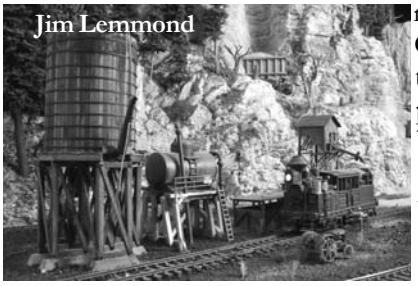
The Big Boost: The number of layouts available began to increase dramatically in 1986 as Bob Dannenbrink and I began assembling the layout tour list for the 1989 NMRA National to be held in Houston. This increase was due largely to Bob's efforts to seek out new layouts that were in existence but had not been on previous tours. It worked and in August 1989 the big week arrived and we proudly displayed 30 layouts on the AstroRail'89 Convention tours plus eight layouts on a Sunday driving tour. We expected this to be a peak, but not so. The number of available layouts continued to increase in the early 1990's.


Gordon Bliss

The "Modern" Era: Mike Cohn brought the tours into the modern era. Mike took over the job in the fall of 1991 and kept the tours going for 10 years. Mike used a computer in his business and placed all of the tour data on disc so it could be updated yearly. This sounds obvious now, but 20 years ago very few people had home computers and access to Word or Word Perfect. The number of layouts continued to grow reaching 40 and a few years later 50. When Mike moved to San Antonio, Mike Brignac assumed the tour duties and published the tour sheets another 6 years. It was during this time the tour expanded from a "November" tour to the "Fall Tour" typically filling eight weekends from mid October through the first weekend in December. By 2003 Mike had 93 names in the data base for layouts that had been open in the last few years.


Harry Daniel

The "Digital" Era: Byron Spampinato assumed the duties of layout tour chairman and published the tour for 4 years. The tour grew still larger and peaked at 83 layouts a few years ago. In recent years several new layouts have been added but several were lost due to relocation or deaths of the owners. With the combined efforts of Byron and San Jacinto Club webmaster Jim Lemmond, the tour sheets were posted on the San Jac's website starting about four years ago. This not only allows for wider circulation to area model railroaders, but allowed updates and last minute changes. The invitations are extended in August and the tour sheets printed in late September or early October. That is a long time until the last weeks of the tour, and conditions can change that could necessitate a cancellation. Craig Brantley recently took on the task of publishing the tour and is busy putting together the final touches as this is written. Craig is using a new more standardized format and is posting "Google Map" style directions on the website each week.


Jim Lemmond

The "Footprint" of the tour: Not only has the number of layouts grown but the geographic area has grown immensely. We have had railroads on the tour from as far south as Lake Jackson, as far southeast as Galveston and Texas City, as far east as Beaumont and Port Arthur, as far north as Willis, as far northwest as Bryan-College Station, west to Katy, and extending to the southwest to Richmond-Rosenberg. We also have expanded in scales, from Z to Barry Bog's Gn3 all the way up to the 1 1/2" scale of the Houston Area Live Steamers at Zube Park.

You can see many of these layouts in 2012 at the LSR Convention: Craig Brantley is also chairing the layout tours for the 2012 LSR Convention in Houston and Jim Lemmond is the webmaster. We can't promise 80 layouts but we will promise a wide variety in scales, eras and layout size. We are also planning some "stop off" tours for those driving to and from the convention. So, mark up your calendar for June 6 through 10, 2012 and plan on seeing some layouts. We'll see you there.

LADIES ONLY!

Petticoat Junction

Attention NON-RAILS
The 2012 LSR Houston Convention is getting closer.

Have you started your contest entry yet? Remember time passes fast so you'd better keep working on it. As promised, we'll have a category for anything you make.

Also we are working on clinics, speakers, a trip, luncheon, Bingo and whatever else it takes to keep you busy.

Don't be left out of a good time!

An Evening in the Park

By Bob Barnett

Next year at the 2012 Gulf Coast Limited convention we invite you to spend an evening in the park. We are planning an outing on Thursday evening to Zube Park, home of the Houston Area Live Steamers (HALS). HALS was established in 1991 and the club is celebrating its 20 year anniversary this fall with a Live Steam Meet. A lot has been accomplished in 20 years with the current track configuration represents three distinct phases of construction. Phase I consisted of a loop completely visible from the Cypress Creek Station. (Everyone started out with a Lionel train and a loop of track, right?) .

Phase II added an elongated loop of track cutting through the edge of the woods to the east and a sharp return curve dubbed "Dead Man's Curve" by the members.

Phase III cuts through the heart of the wooded area to the east and added a significant amount of distance (and time) to the run. Currently HALS has about 9,000 feet of track. And yes, there is a Phase IV. Much of the grading has been done and the piers for the four-span bridge have been poured. The forms were fabricated by LSR member Rick White and the concrete foreman was former Division 8 Treasurer Peter Bryan. Phase Four will extend the track deep into the woods to near the eastern boundary of the Park. We had hoped to have at least half of Phase IV in service by late this year but the current draught and heat have slowed construction this summer.

The Club has three club-owned engines and several privately owned locomotives kept at the track including several steamers. We are planning to have steam locomotives steamed up to display and pull passenger for the Evening in the Park. We also have an active Gauge One group in HALS. If you are not familiar with Gauge One, it is Live Steam operating on G-Scale track. HALS has run engines on the elevated Gauge One track ranging from narrow gauge D&RGW engines to a UP Big Boy.

So, sign up early for the Evening in the Park and Barbeque dinner. We promise a lot of railroad fun.

Arthur Penny
1936-2011

by Tracy Mitchell, MMR

The LSR lost a member on September 8, 2011 when Arthur Penny passed away after a battle with Cancer. Arthur was a great friend and will be missed by all of us in the Houston area as well as the Region. I got to know Arthur when he started attending Hands On clinics I was giving for the Division 8. He always was trying to improve his modeling skills and it showed in his work.

Arthur was a Brit. He had that great British Humor and it showed whenever he opened his mouth. He loved his adopted country of America but he never forgot where he came from either. As you walked up the stairs to his train room on the stair landing hung a portrait of Winston Churchill.

We knew for some time that Arthur was battling cancer but he never wanted pity or to stand out because of it. In fact whenever you asked him how he was doing he would say in that great British accent of his… "Well I'm dying, but I look so damn good doing it, don't you think."

Arthur was also working on his MMR. When I met his son at the service and told him who I was, he said I recognize your name. Dad had Model train paperwork on his desk and you signed off on some of his accomplishments.

One of the Certificates he got was for Chief dispatcher and because he was working on it he operated on several layouts in the Houston area. He was such a delight to be around during an operating session. On one of these I attended he was dispatching. We all kidded him that he added real sophistication to the chatter that goes on the radios with his high brow accent. His operating on the Houston Layouts got him asked to go to the out of town operating sessions such as the Dallas Interchange, Tulsa and Hog Rails. I went with him on one of these trips to Arkansas. We were "running mates" on John McBee's layout. Both of us were not novices but we weren't experts either. This made the session so much fun for both of us. Neither one of us had an ego that day so we were always willing to take suggestions from the other person. John came up to us one time and made the comment that he never had such a team that worked so well together, slow but still made a good team. We both laughed and went on with our business.

During the last few months, he would always bring me a model to critique. The last San Jac meeting before he passed away he wasn't there. That was when I knew something was wrong.

Arthur was born August 1, 1936 in a light industrial area of East London, England. The early years of his life were dominated by World War II and the blitz in the early 1940's. Life during the day was surprisingly normal but most nights were spent in the family air raid shelter. In 1944 he was evacuated, together with most of London's children, to safer areas in the north of England.

Normal school life took over on his return and at the age of 11 he was fortunate to be accepted into the area's prestigious high school. After 5 years the family could not afford any more schooling and so he went to work full time for a small London stockbroker and continued his education at evening classes. Military service was still mandatory and after 2 years he was drafted into the Royal Air Force where he served in Egypt and Cyprus. On returning to civilian life he resumed his old job but only for a year. At that time he started what would be a long career in the energy industry and commenced more evening studies which led to his degree.

In 1973 the family then made a major decision to emigrate to The Netherlands as Arthur was recruited by a Dutch company. The plan was to live there forever but after 3 years Arthur was transferred to Houston, for a planned 2 year posting, to integrate a newly acquired operation. But once again that was not what God had in mind for the family and Arthur embarked on his first effort as a consultant. Another two years passed and circumstances changed again and the family moved to Tulsa, Oklahoma to a new position with a major pipeline operator. After seven years yet another move was necessary, back to Houston and the start of what would be a 25 year career as a consultant serving energy and industrial clients.

Arthur had many interests in his life outside of his passion for his work. Sports was always a major part of his life. An accomplished participant at football (soccer), cricket, squash, racquetball, bicycle racing, car rallies, and golf, he always enjoyed participating as much as he enjoyed spectating. He traveled to play at some of the world's greatest golf courses and played regularly right through to his 70's.

He also had a life long passion for trains, and after retiring from work, assembled a significant model train layout in their home that gave him many hours of adventure and enjoyment. Family and friends were very important and he enjoyed watching the children at their various activities and sports. His children and grandchildren enjoyed the many activities and family travels and will sorely miss the times they had with him. He enjoyed traveling the world and meeting new people, and cherished his friendships.

He is survived by his wife of 50 years Jennie, children Suzanne, Mark (and wife Kim), Amanda and grandchildren Allyson, Kai, Zachary, and Alexander. The family kindly requests that donations be sent to either Northwest Assistance Ministries (www.namonline.org) where he was very involved in their ministries or the Lance Armstrong Foundation (www.livestrong.org), which continues to help fund cancer research and support cancer victims.

Lubbock in the rearview mirror

Photos from the Lubbock Convention
Taken by Shannon, Aaron and Nicholas Stevens & Judith & Loren Neufeld, MMR

String Diagrams using Excel

By Jack Merkel

My favorite author, Frank Ellison, once wrote that model railroading was like a theatrical play with tracks as the stage, scenery and buildings the setting, trains the actors and the timetable the plot. The simplest way to develop the timetable or plot is to put all the action on a graph. The prototype railroads also use this same technique. There are two ways to develop the graph – paper, pencil and eraser or a computer using a spreadsheet. I elected to develop mine on a computer using Excel. In the end, I find it easier to make changes and the final product is neater. These graphs are also called string diagrams.

The diagram has stations on the vertical scale, time on the horizontal scale and train movements on a diagonal line. The diagrams are useful for developing a timetable or sequence schedule for your railroad. They are also a requirement for obtaining the Chief Dispatcher AP certificate.

Track Distance

The first step is to measure your track distances. We need the length of each track segment between all yards and stations on your railroad. I did this by measuring the length of a train and then using push pins to mark the position of each station and center of each yard including the staging yard. I began in staging and ran my measured train to the first point which is the freight yard. By counting number of train lengths and measuring the final fraction of a train length, we quickly have the distance between the first and second points. Repeat this for all stations on your railroad.

Train Travel Time

The next step is to calculate the travel time between yards and stations. You will need to pick a fast clock ratio. The ratio determines how fast your railroad "fast clock" will run compared to your wrist watch. This ratio can be anything from 1/1 to 15/1 or higher. The higher the ratio, the longer your railroad will appear as more time will expire on the fast clock for the same distance between stations.

The time to switch cars on a model railroad is about the same as the time required on a prototype railroad. So, if you do a lot of switching, a low ratio will work better. If you run a lot of non-stop through trains, a high ratio will work better. Many people use ratios of 2/1, 3/1 or 4/1 and some 6/1 or 12/1. I use 4/1 on my railroad. My schedule runs from 6:00 am to 6:00 pm and a 4/1 ratio means a 12 hour schedule is completed in 3 hours of real clock time.

After establishing your clock ratio, calculate the running time between stations. To do this, establish speed limits for each train type. For example, a peddler train may operate at 20 mph between stations and a through passenger train may operate at 40 mph between stations. Slower speeds will make your main line appear longer. Make a table (Fig 1) showing train speeds and travel time between stations. The formula to calculate times (in minutes) is: Time = track length (ft) x scale ratio (87 for HO) x 60 x clock ratio divided by 5280 x speed (mph). For example: the time to travel from Galveston to Houston Freight Yard at 20 mph on my railroad is 22 ft x 87 x 60 x 4 divided by 5280 x 20 = 4.35 minutes. I rounded all times to the nearest minute for my table. Note, the table has two parts – the left part begins in Galveston and the right part begins in Temple.

	Times (minutes) Between Towns					
Towns	20 mph	30 mph	40 mph	20 mph	30 mph	40 mph
Temple	7	5	4	0	0	0
Caldwell	8	5	4	7	5	4
Brenham	4	3	2	8	5	4
Sealy	6	4	3	4	3	2
Houston P	4	3	2	6	4	3
Houston F	4	3	2	4	3	2
Galveston	0	0	0	4	3	2

Figure 1

Train Spread Sheet

The next step is to set up a spreadsheet (Fig 2) listing stations and trains.

	A	B	C	D
1	Town	MP		
2			Towns	16
3	Temple	172	6:00 AM	6:58 AM
4	Caldwell	135	6:00 AM	#N/A
5	Caldwell	135	6:00 AM	#N/A
6	Brenham	94	6:00 AM	#N/A
7	Brenham	94	6:00 AM	#N/A
8	Sealy	72	6:00 AM	#N/A
9	Sealy	72	6:00 AM	#N/A
10	Houston P	41	6:00 AM	6:45 AM
11	Houston P	41	6:00 AM	6:06 AM
12	Houston F	22	6:00 AM	#N/A
13	Houston F	22	6:00 AM	#N/A
14	Galveston	0	6:00 AM	6:00 AM
15				
16				
17				

I have listed my stations in Column A. Each station is listed twice so we can use an arrival time and a departure time. Galveston and Temple are in staging and only need to be listed once. Column B lists distance (in feet – MP) along the railroad. Column C lists a common time for all stations. This is required to plot the stations on the graph the correct distance apart. Column D lists the schedule for one train. This is train number 16 and is a first class passenger with a switching stop in Houston. The format for cells containing time (C3 to D14) is set by clicking on the toolbar: format/cells/number/custom/h:mmAM/PM.

Train 16 leaves Galveston at 6:00 am and travels to Houston passenger station. It takes 6 minutes per our chart in Fig 1 traveling at an average speed of 30 mph. The 6 minutes is 3 minutes from Galveston to Houston Freight Yard plus another 3 minutes from Houston Freight Yard to Houston Passenger Station. The average speed takes into account the time to start the train moving and getting up to speed and slowing for arrival at the passenger station. Note, we only enter the departing time at Galveston and the arrival time in Houston. The arrival time in Houston is 6:06 am. The other entries at Houston freight yard are not needed, but the #N/A is needed so the line will plot as a continuous straight line between stations.

It takes 39 min to switch train 16 in Houston. So the departure time from Houston is 6:45 am. The train continues non-stop to Temple. Looking at Fig 1, it takes 13 minutes to travel to Temple at an average speed of 40 mph. So, the arrival time in Temple is 6:58 am. Note the #N/A entries in the intermediate stations.

Train Graph

We will now plot this train on a graph. To begin, click on

the chart icon on the spreadsheet. At Step 1, click on the X-Y scatter plot and the lower right sub chart (scatter with data points connected by lines without markers). Click next.

At step 2, the chart requests data range which is (so far) =sheet1!$A$1:$D$14 and is in columns. This is standard spreadsheet format. Note the = is part of the entry. Also in step 2, click on the series box at the top. This is where we enter data from the spread sheet for towns and trains. For series 1, we will enter the towns data. For the title use =sheet1!$C$2, for the X data, use =sheet1!$C$3:$C$14, for the Y data use =sheet1!$B$3:$B$14. Next, we will enter the data for train 16. Go to series 2. For the title use =sheet1!$D$2, for the X data, use =sheet1!$C$3:$D$14, for the Y data use =sheet1!$B$3:$B$14. Click next.

At step 3, the chart requests several inputs. First is the title which for my railroad is Lone Star & Santa Fe RR. Second are axes. Click value on for X axis and value on for Y axis. Third is gridlines. Click on for X axis major gridlines only and click off for Y axis gridlines. Fourth is legend. Click off. Fifth are data labels. Leave this blank. Click next.

At step 4, the chart requests chart location. Choose as new sheet. This will give you a chart on a new page.

Now, we need to fix the axes format. First, position cursor on X axis and double click. This will bring up a X axis format box. Click on the scale section. This will bring up a box for values for X axis. Turn off all the automatic boxes. Put in a value of 0.25 for the minimum. Put in a value of 0.75 for the maximum. Put in a value of 0.041666666 for the major unit. Put in a value of 0.020833333 for the minor unit. Put in 0 for value Y axis crosses at. Click ok. You will note the X axis values are now 6:00 am to 6:00 pm. These are the times I use for my timetable. If you want different times – say a 24 hour time span, enter 0, 1, 0.08333333, 0.04166666 in the four boxes and you will get a 24 hour X axis.

Now, we need to fix the Y axis. First, position cursor on Y axis and double click. This will bring up the Y axis format box. Click on the scale section. This will bring up a box for values for Y axis. Put the maximum railroad length (172 for my railroad) in the maximum box. Now go to Chart options and click off the value of Y axis. Next, position cursor on left vertical line which will show series "towns". Right click. This will bring up a box that has format data series in top line. Click on this item. This will bring up several boxes. Click on X error bars. This will bring up another set of boxes. Click on plus box in display area and put 1 in the fixed value box. Click OK. You will now see the horizontal lines are set at values that correspond to the distances between stations.

Next we will add station names and train name. Click on the plot area and use the corner arrows to shrink the plot area and move it to the right. This will give you some room on the left side to add station names. Click on the drawing icon in the upper menu. This will give you a drawing menu at the bottom. Click on the text box and move the cursor to where you want the station name – next to the line for that station. Use 8 point text size and type in the station name. Do this for each station name. Click on the text box and move the cursor next to the beginning point for the train. Type in the train number using 8 point text. I also change the plot area background to white and the train lines to black. Do this by clicking on the plot area and click on format and change color. Click on the train line and format and change color.

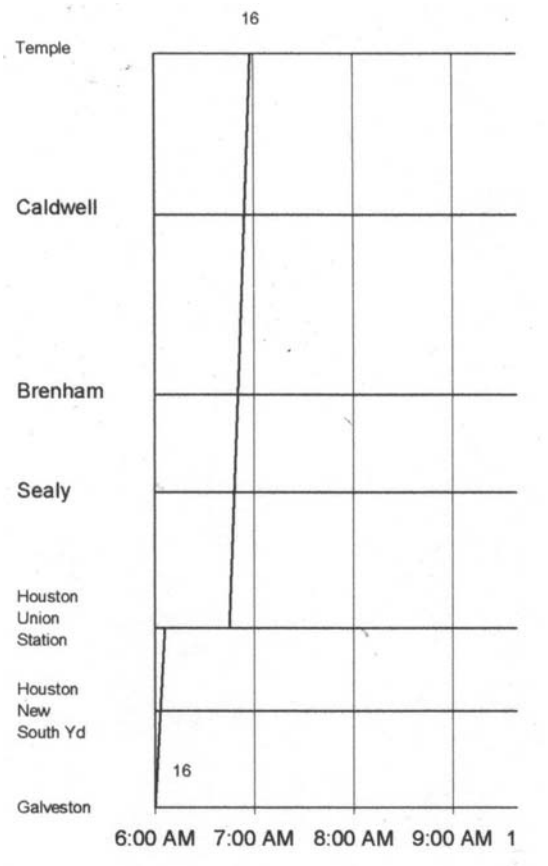


Figure 3

The left part of the train graph should now look like Fig. 3.

Add More Trains

We can now add more trains. Train 39 on my railroad is a manifest freight that sets out cars at each station. A local train later spots these cars at each industry. The train leaves Temple at 6:00 am and switches at each station and terminates in Houston Freight Yard. The times are listed in column E in Fig. 4. The times were established in the same manner as train 16. The spreadsheet now looks like Fig. 4.

To enter this train on the graph, click on the chart icon and go to step 2 series. Click on add. Enter the data using similar format as we did for train 16. The graph will now include train 39. Notice the meet at Brenham. If the meet is not

ML string line article

	A	B	C	D	E
1	Town	MP			
2			Towns	16	39
3	Temple	172	6 00 AM	6 58 AM	6 00 AM
4	Caldwell	135	6 00 AM	#N/A	6 05 AM
5	Caldwell	135	6 00 AM	#N/A	6 35 AM
6	Brenham	94	6 00 AM	#N/A	6 41 AM
7	Brenham	94	6 00 AM	#N/A	7 00 AM
8	Sealy	72	6 00 AM	#N/A	7 03 AM
9	Sealy	72	6 00 AM	#N/A	7 15 AM
10	Houston P	41	6 00 AM	6 45 AM	#N/A
11	Houston P	41	6 00 AM	6 06 AM	#N/A
12	Houston F	22	6 00 AM	#N/A	7 22 AM
13	Houston F	22	6 00 AM	#N/A	
14	Galveston	0	6 00 AM	6 00 AM	
15					

Figure 4

correct, adjust the train times for train 39 so that it arrives at Brenham before train 16. Add the train identification (39 in text box). The left part of your chart should now look like Fig. 5.

[* Internal error: Invalid file format. | In-line.WMF *]

You can continue to add trains in the same manner until your schedule is completed. The complete train graph for my railroad is shown in Fig. 6. The hard part of this work is setting up the original train graph. It is very easy to add trains as we did for train 39 – add it to the spreadsheet and add to the series box at step 2 on the chart icon. It is even simpler to change a train's schedule – just change the times in your spreadsheet and the plot will be revised.

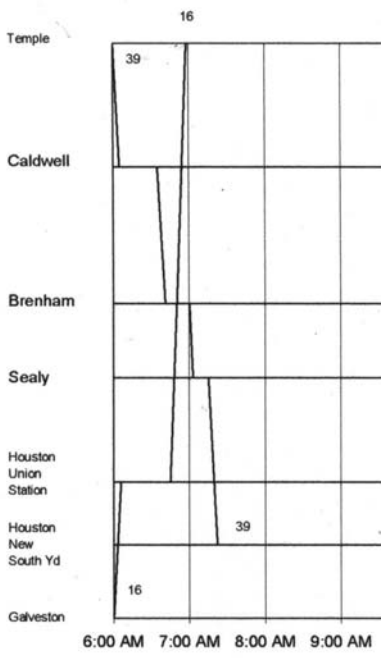


Figure 5

This chart shows what should happen on my railroad. However, things don't always happen as planned. Some trains may run late. That is why we have dispatchers.

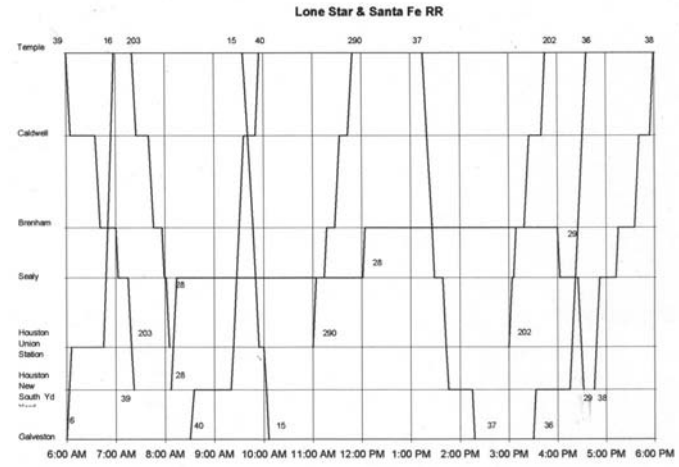


Figure 6

Acknowledgement

I originally found this technique on the Yahoo Opsig discussion group. The string diagram spreadsheet was posted by Robin Becker from San Diego.

References

Chubb, Bruce - How to operate your model railroad – chap 7 & 8.

Ellison, Frank - Model Railroader – Dec 1964 pg 54 – Scheduling From Scratch.

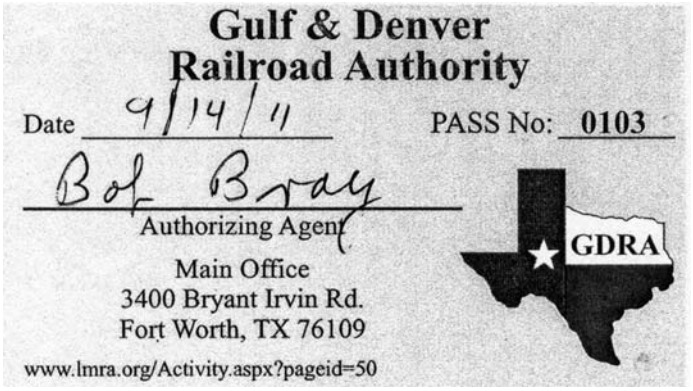
Pass Exchange

There seems to be an interest in the Lone Star Region to bring the Pass Exchange program back to life. Walter Zahn has decided to work on renewing interest in this program. If you are interested in participating please send him 2 samples of your pass and in return you will get a pass and a list of Active pass exchangers. Walter will review the passes and send a pass of the quarter that will be displayed in *The Marker Lamp*.

Please help Walter get this program moving again. Send you passes to:

Walter Zahn
3309 Point East Drive
Mesquite, Texas 75150-2645

PASS of the Quarter



The pass if the quarter was sent in by Bob Bray, 3400 Bryant Road, Fort Worth, Texas 76109. It is a very well done multi colored pass representing the layout at the Lockheed Martin Recreation Area.

Company Store Inventory as of October 15, 2010

All cars sold out.

Other items available

Cloth Region Patches $5.00 each (Only LSR Life – 35 avail.)
Auto/Window Region Decal $ .50 (10 avail.)
N Scale (13 avail.) Nevadun Decals $2.00 per sheet
HO Scale (8 avail.) & N Scale (22 avail.) Daw Cha Southern Decals $3.00 per sheet

Shipping

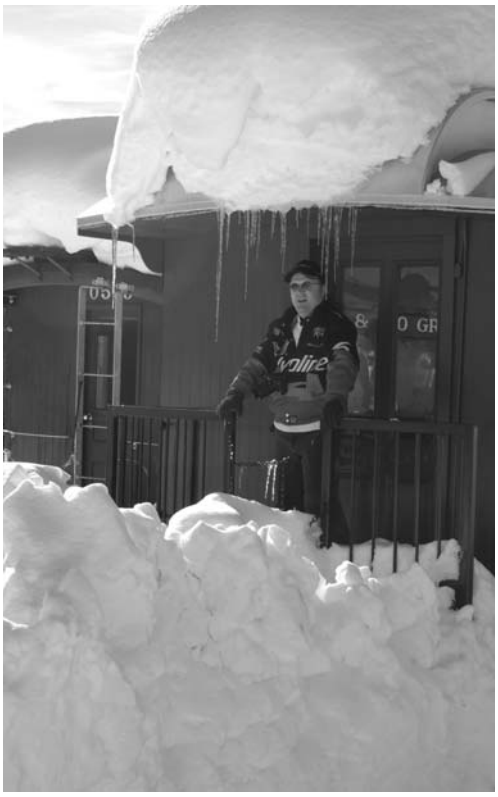
Please add $1.00 for patches and decals

Matthew Latham, Dispatcher
2320 Hickory Leaf Lane
Flower Mound, TX 75022-4945
972-358-6168
E-mail: wnrailway@yahoo.com

For the Narrow Minded...

by Duane Richardson, MMR
Photos by Chuck Lind, MMR

It's hard to believe that it's been 3 years since the last installment of For the Narrow Minded. Like many of you, I've been working on my trains here and there but not as far along as I would like. I was giving this some thought the other day and I realized that maybe I had gotten more done in those in between model building times than I realized. Now, I don't know about you but I'm one of those 'learn by doing' type of people. I was really starting to get concerned that I might be falling behind a little as I hadn't built anything in a while. I was greatly surprised that when some time freed up for me to work on a project that I tried a few 'new to me' tricks and they worked fine. It was stuff that I had seen in clinics or read in magazines but just hadn't tried yet.



It was during some of this in between time that I did the bulk of my research for a project I'm finishing now for my Prototype Modeler project. From a road trip I have covered in a previous For the Narrow Minded I collected my pictures of Chama, NM taken in the winter. I began putting together my plots and plans to scratchbuild the yard buildings and determine how much space it would take to do it without looking cramped. It was early on in this process that I realized I had never modeled snow before. So I started looking around for different ways to do it.

Over the next few weeks I would roam the internet looking for answers. There I found several different ways to try and each was different than the one before. One guy swears by some spray on stuff you use to decorate your windows at Christmas time. Having my doubts I still had to try it and by the time I was done I was glad it was all on scrap because I wasn't happy with the results. I tried some ground foam 'snow' and it doesn't look too bad at a distance but still just didn't have that fluffy snow look. I tried crystals, I tried marble powder and all of it looks OK but it wasn't exactly what I wanted. Something wasn't looking right.

I had a couple of ideas I wanted to try from the kitchen and while shopping at Sam's one day I found Baking Soda in large bags so I bought one to try it out. Now, once you seal it down it does lose some of the fluffy look but it was, to me, what I wanted to use. It also had the advantage that I could buy large amounts of it cheaply. Baking Soda is caustic and can cause problems with it wanting to rust your models. If this

was to be on a working layout and not a static diorama I would have kept on looking.

The next issue became the depth of the snow. There was 3 and a half to 4 feet of snow all over the place and that wasn't the drifts. Places where the road grader had come along you had to stand on the tailgate of the truck to see over the top of it. So…how do I get the snow that deep? I tried doing it in layers. That didn't work out so well so I decided to use foam as a filler for the flat spaces and carve the 'drifts' out of the same construction foam I built the model base out of. I cut the basic shape with a hot wire tool and then used a Surform tool to shape it.

I used the ground foam snow to lay down a base and fill in the cracks and then layered on the baking soda on top of that. I then put down a couple of layers of 'snow' and sealed it with hairspray. This didn't look bad but it needed that sparkle

you get off snow. Again, I played around with some samples and ended up using some hairspray my wife pointed me to that they use at dance recitals. This has a very fine glitter in it and it worked great as a final pass of sealer.

This gave me almost everything I needed but one last detail. I needed icicles. I thought that would be easy. It's just some clear silicone caulk…no big deal, right? Wrong. It took some playing around and it was the right material but it took a bit to get the trick down to making them look right. That stuff sticks somewhat permanently to just about every surface I tried, including glass. I found wax paper to be the key to having a surface you can work it into the shape you want and still be able to remove it. I put down a blob and drug it into a line with a toothpick. Then, from that line of silicone, get the toothpick in there and start twisting so you end up with a ball of the stuff on the end. Once you have the ball on the end start dragging that down in a straight line while continuing to twist the toothpick. This rolls out a length of the caulk and it tapers itself as the material runs out on the toothpick. Once dry you can cut it from the paper and glue it to the model with a little gap filling CA.

Winter trees are the next thing to worry about. I still have some things to try on that front and as before, I have a few things to try. Harry Brunk had a good idea in one of his Up Clear Creek on the Narrow Gauge series in the Narrow Gauge Gazette. He used the root systems from some weeds for the tree itself. The fine details in the roots appear to work really well for a tree without its leaves. I also want to try using parts from a Cinnamon broom. These brooms are widely available during the Christmas season and have some fine branch structure. It will require me glue a lot of branches on to build out the tree but the results have the potential to do what I want.

All of this only reinforces my belief that model railroading is a never ending search for new methods and new techniques. It helps to keep our hobby interesting.

Until next time...keep the boiler full, the fires hot and the wheels on the rails.

Duane Richardson, MMR
http://www.purgatoryanddevilriver.com

If you sent
an article
it would be
published here!

Up the Tracks Events Calendar for the LSR

October 2011

By Bill Dryden

Here is the list of the upcoming events within the LSR of which I am aware. I will provide all the information YOU send me or I can glean from other publications, websites, etc. for these events. Additional information may be available through the NMRA Scale Rails and/or various trade magazines or various websites. Please forward any and all information about upcoming events or activities in your area, club, etc. to me via e-mail at **bdr149@airmail.net**. Also, note that all show times and dates are at the discretion of the sponsoring organization and are subject to change.

LSR Convention:

Lone Star Region 61th Annual Convention (2012)
Houston, TX
The Lone Star Region NMRA 61th Annual Convention will be held in Houston. Check the LSR website.
Come all!! PARTICIPATE!!!

Recurring events and meetings:

LSR Division 3 - Northeast Texas Division - Monthly Meeting
Garland
Nicholson Memorial Library, 625 Austin St., Garland, TX. Third Saturday of each month. For more information contact Jerry Hoverson at jhoverson@tx.rr.com or check the Division 3 Page on the LSR website.

Alamo Model Railroad Engineers Meeting
San Antonio, TX
The Alamo Model Railroad Engineers meets the 2nd Friday of the month at 7:30 p.m. in the Zucht Building at the Texas Transportation Museum, 11791 Wetmore Rd., San Antonio, TX. For more information call Peter Shavney (210) 317-3661 or Gene Turner (210) 355-2777 or visit the web site www.alamomodelrailroadengineers.com.

Houston Area Live Steamers
Houston, TX Area
HALS has over 9,000 feet of track for you to enjoy and ride on most any Saturday of the year. Someone is usually there every Saturday with special run, operations, waybills/timetable, work and fun run days scheduled throughout the year. Our public run days are the third Saturday of the month March through November. Come see our 2,500 foot expansion in Phase 4. Model Railroaders (any scale) are welcome to attend most any time. Check our web site out at www.hals.org for schedule of events or e-mail Peter Bryan at peterb@pdq.net for more information.

North Texas Council of Railroad Clubs Meeting
Irving, TX
The North Texas Council of Railroad Clubs (NTC) meets the third Tuesday of the month. Visit the website www.dfwtrainshows.com for more information about the NTC, its meeting site or member clubs.

Events and Shows:

November

5th – 6th New Braunfels Museum Railroad Jamboree. Sat. 10:00 a.m. to 5:00 p.m., Sun. 10:00 a.m. to 4:00 p.m. Adults $6, Ages 5-17 $2. New Braunfels Civic Center, 380 S. Seguin Ave., New Braunfels, TX. For more information: JEdmondson@satx.rr.com.

5th – 6th Texas & Pacific Railroad Museum Annual Model Train Show and Shopping Extravaganza. Sat. 10:00 a.m. to 5:00 p.m., Sun. 11:00 a.m. to 3:00 p.m. Adults $5, Children 12 and Under Free. Marshall Civic Center, Marshall, TX.

12th – 13th North Texas Council of Railroad Clubs 26th Annual Fort Worth Train Show. Sat. 10:00 a.m. to 5:00 p.m., Sun. 10 a.m. to 4:00 p.m. Adults $8, Children 12 and Under Free with adult ticket. Amon G. Carter Exhibits Building, Will Rogers Memorial Center, 3401 W. Lancaster Avenue, Fort Worth, TX. For more information: www.dfwtrainshows.com.

January 2012

15th – 16th North Texas Council of Railroad Clubs 26th Annual Dallas Area Train Show. Sat. 10:00 a.m. to 5:00 p.m., Sun. 10 a.m. to 4:00 p.m. Adults $8, Children 12 and Under Free with adult ticket. Plano Centre, 2000 East Spring Creek Parkway, Plano, TX. For more information: www.dfwtrainshows.com.

February 2012

18th San Jacinto Model Railroad Club - The Greater Houston Train Show. Sat. 10:00 a.m. to 5:00 p.m. Adults $6, Ages 12–18 $1, Children under 12 Free with adult ticket ($12 maximum per family). Stafford Center, 10505 Cash Road at Murphy Road (US 59 @ Beltway 8). A list of open area homes will also be given at the show for layout tours. For more information: http://sanjac.leoslair.com/resources/2012-Public-Flyer.pdf.

March 2012

18th – 19th New Braunfels Museum Railroad Jamboree. Sat. 10:00 a.m. to 5:00 p.m., Sun. 10:00 a.m. to 4:00 p.m.. Adults $6, Ages 5-17 $2. New Braunfels Civic Center, 380 S. Seguin Ave., New Braunfels, TX. For more information: Jedmondson@satx.rr.com.

Please consider our deadlines for submittals and publications to allow adequate lead time to correctly announce your event
Column submission deadlines are the 15th of January, April, July and October;
Marker Lamp publication is the middle of the following month.

Secretary/Treasurer's Report

by Tom Browning

For the First Fiscal Quarter of 2011/2012

Beginning Balance 05/01/2011		
LSR Checking Account		$2,091.19
Vanguard CD Fund		$34,344.84
Acct Receivable Due 2011 Convention		$1,000.00
Total LSR Net Worth		**$37,463.03**
Not included in Total LSR Net Worth		
Funds Held For Division 1	*$3,400.50*	
Funds Held For Division 3	*$1,450.89*	
Funds Held For Division 4	*$4,255.60*	
Funds Held For Zahn Donation	*$600.00**	
LSR Proceeds		
Vanguard CD Fund Interest		$4.53
Vanguard Convention Fund Interest		$1.66
Pike Ads		$128.00
Decals		$8.00
Convention 2011 Proceeds		$206.00
Total Proceeds		**$348.19**
LSR Disbursements		
Youth Membership Program		$84.00
Marker Lamp Printing & Mailing		$1,213.29
SecTres Expense and Postage		$32.72
Contest Expense		$430.52
Historian Expense		$29.23
Achievement Program Expense		$39.68
Website Expense		$59.60
Memorial Donation		$99.58
Total Disbursements		**$1,988.62**
Net Proceeds/ Disbursements		**$-1,640.43**
Ending Balance 07/31/2011		
LSR Checking Accounts Total		$238.57
Vanguard Money Market Accts Total		$35,557.03
Total LSR Net Worth		**$35,795.60**
Not included in Total LSR Net Worth		
Funds Held For Division 1	*$3,400.50*	
Funds Held For Division 3	*$1,450.89*	
Funds Held For Division 4	*$3,954.93*	
Funds Held For Zahn Donation	*$600.00**	

* These funds are restricted and will become unrestricted at $200.00 per year to comply with terms of donation.

At the beginning of May 2011 the membership was 1,047 and at the end of July 2011 the membership was 1,035. Please welcome our new members listed below:

May 2011

Amechi Amanugi, Carrollton, Tx – 3
Misty Lowe, Austin, Tx - 4
Bill McCall, Austin, Tx – 4
Terry Chancellor, Lubbock, Tx – 5
Robert Arrington, San Antonio, Tx – 6
Jodee Himbaugh, San Antonio, Tx – 6
John Himebaugh, San Antonio, Tx – 6
Mary Houzvicka, San Antonio, Tx – 6
Mark Verdi, San Antonio, Tx – 6
Norman Darras, Pasadena, Tx – 8

June 2011

David Peterson, Clyde, Tx – 1
David Hertz, Gretna, La – 2
Raymond Martin, Allen, Tx – 3
Leta Hagens, Lubbock, Tx – 5
Mike Mamlock, Lubbock, Tx – 5
Chantel Michiels, Lubbock, Tx -5
Gino Michiels, Lubbock, Tx – 5
Richard Curilla, Corpus Christi, Tx – 6
Gary Griffin, San Antonio, Tx – 6
Susan Griffin, San Antonio, Tx – 6
Charles Ibaugh, San Antonio, Tx – 6
Lindsay Bodak, Houston, Tx – 8
Ted Davis, Houston, Tx – 8
Claude Foster, Houston, Tx – 8
Cora Mitchell, Houston, Tx – 8
William Robinson, Cypress, Tx - 8

July 2011

Michael Golfs, Houston, Tx – 8

Cowcatcher Division 1

by Chris Atkins
Email: chris@railroadermodelers.com
Phone: 214-222-1285
Web:http://cowcatcherdivision.com

Hi gang, It's been a great quarter in the Cowcatcher Division. I hope the cooler weather is finding you all working on your layouts. I just got back from an operating weekend in Minnesota where I came to appreciate our mild fall weather.

In September, we had a great presentation by Mike Corley on Making Operations Fun. Mike reviewed several things they are doing at the Texas Western to mix it up during their regular operating sessions.

In October, LSR membership chair Larry Swigert and I manned the table at the annual LMRA train show in Ft. Worth. We had a great turnout even though the Houston area was also having a train show the same weekend. We recruited nine new members to the LSR - 8 in Division 1 and 1 in Division 3!

We'll have another chance to grow our membership at the upcoming Ft. Worth Holiday Train Show on Nov. 12-13. Please come by the table and help out if you can. It is always fun to meet other model railroaders and talk trains. The same is true of the Plano show in January. We will need people to present clinics in Plano.

Just like years past, both of these shows are important to the division because as a member of the North Texas Council of Railroad Clubs, we have a financial interest in the success of the shows. Beyond that, local train shows are an excellent opportunity to meet new modelers and share the benefits of joining the NMRA. We have a booth at both shows and last year, we had a lot of success recruiting new LSR members at

the Plano show. You can get the latest information about the Ft. Worth and Plano train shows at http://facebook.com/dfwtrainshows.

The next meeting of the Cowcatcher Division will be Nov. 19th from 10AM until noon in room 1 of the Lockheed Martin Recreation Area Administration Building at 3400 Bryant-Irvin Blvd., Ft. Worth, TX 76019. The clinic will be focused on people new to the hobby - which many of the new members are. We will also have our usual popular vote model contest, so bring your favorite model. This time, bring something that you think is something a beginner could accomplish.

I hope to see you all at the next meeting. If you have any questions or suggestions, you can contact me at chris@railroadmodelers.com. More information can be found at http://cowcatcherdivision.com

Bayou Division 2

by Dick Schneider
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This has been a very fast and furious quarter. My Mother-in-law passed away at the age of 97. Cora was a remarkable lady and will be missed by my wife, Charlotte, and me. We are now in the process of dispensing her worldly possessions which have been stored in my garage and layout room for the last two years. We can now actually see the garage floor and occasional portions of the track in the layout room. My restored 1950 Chevy pickup is now free to drive out of the garage. Soon……..the trains will run once again.

The MidSouth Model Railroad Club of Baton Rouge, LA, has approached the Crescent City Model Railroad Club in Metairie, LA, with an offer of assistance. If you remember, in one of the past issues of *The Marker Lamp* I mentioned that the CCMRC had a two-fold problem, an older group of modelers and a need to complete their DCC project. More than half of the MidSouth members have volunteered to spend a Saturday assisting in the rewiring of the CCMRC. More to follow once arrangements are made……. Isn't this a great way to run a railroad.

Lou Shoultz had another operating session at his layout in Covington, LA, in October. He is still running steam locomotives native to his beloved C & O. Those huge 2-6-6-6's at both ends of the coal trains are something to see (and hear). I ran a trainload of empty coal cars from one end of Lou's huge layout to the other. Having no priority at all, the trip took about an hour. What a pleasant way to see a layout.

Got to see Walter Rieger's layout during the trip to Covington, LA. He has made a lot of progress in modeling "The Rathole" portion of the C & O. Walter's layout, when completed, will be 30'X60', and as it is part of his home, it's heated and cooled. Next issue will provide a more detailed look at this layout as some of Walter's methods are rather unique.

Well folks, that's about it for now. Our next article will complete our journey to New Orleans and Covington and their model railroads and modelers. As we say down here, until we meet again "Laissez les bon ton rouler!" – "Let the good times roll!"

Trinity River Division 3

by Jerry Hoverson, MMR
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I can't believe it's time to do another *Marker Lamp* report! Where does the time go? You know, the older I get (we won't go there) the quicker time seems to go by. Before you know it, it will be time for the next convention.

We continue to have great participation at our monthly meetings and everyone is enjoying themselves. Here's what's been happin' since my last report;

July – We did a recapped the CaprockXpress for those that didn't get to go and the REALLY BIG news is that the Trinity River Division had an OUTSTANDING showing in the contest room at the convention. I wouldn't call it a sweep but it was close. My hat's off to you guys! Here's a listing:

Cliff White – 1st place Diesels

Ben White – 2nd place Dioramas

Larry Swigert – 1st place Caboose; 1st, 2nd, & 3rd place MOW; "Novice Best in Show"; "Participation Award"; "Bob Clark Award"

David Davis – 2nd place Caboose; "best kit built"

Mike Jobe – 1st place Off Line Structures; 1st place On Line Structures; "Best in Show"

Plus there were several other entries that while they didn't place they DID MERIT. Oh yea, we also presented a couple of so-so (just kidding) clinics that were done at the convention. Mike Jobe did his "scratch built structures" & I did my "junk yard cars".

August – The awards continued in August with Tom Stocks having his 2 scratch built Thrall flatcars judged. This was a first for him and what a job he did on them, not only did they merit but each scored well over 100 points. Not bad for a first time scratch builder, huh? We also had a special presentation for Tom Browning.

While he received his MMR at the Lubbock Convention we thought it only right to recognize him at the division level since he's been such an integral part of it.

So congratulations Tom on MMR #455. We then had a hands on clinic where we prepared small parts for molding and then made rubber molds of them.

Sept – The molding & casting of parts continued this month and we made parts from the molds we made the previous month. The standard reaction I got from everyone was "dang that came out better than I thought it would." The

awards program continued to pick up steam (pun intended) this month. We had 3, count 'em 3, Golden Spike awards to hand out, Jeff Liedl, Leonard Siemantel, and Dave Griffith. The challenge was laid down, "who's next" and I know we've got at least one more for October. That's more than the rest of the NMRA combined.

So, if you like what you see, come on out and join us! We meet at the North branch of the Garland Library located at 3845 N. Garland. We still meet on the third Saturday of every month, doors open at 10:00 and we get started as soon as we can get the room setup. Keep watching for the email reminders I send out with the upcoming agenda a week or two prior to the meeting. If you are not getting this email notification I don't have your current email address. Please send your information to me at jhoverson@tx.rr.com so I can include you and you can join us for all the fun!

Take care all and keep "working on the railroad" but most of all get involved with the division and have some railroading FUN!

Cen-Tex Division 4

by Jack Merkel
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The wildfires in Bastrop and Austin were a major event in September. Fortunately, to the best of my knowledge, all of our members and other model railroaders escaped any major damage. However, there were several close calls.

We had a Division meeting on Sept 10 at the Round Rock Library. David Peterson gave a presentation on the Trainz software. This software has amazing graphics. You can create a complete virtual railroad including scenery, structures, and rolling stock. You can then hold operating sessions with multiple trains running simultaneously. It is also possible to have multiple operators. We had our show and tell session with several items shown. After the social time, the winners of the Kings Hobby Shop gift certificates were picked during the Deal or Duds session. We then toured Rod Reames's Western and Southern RR. Rod's railroad is progressing very well with the potential of future operating sessions. Dick Sowash has done some excellent work on various structures on this railroad.

The NMRA/LSR was represented at the Centra-Mod Train Show in Temple in September. We signed up four new members: Paul Jones, Kenneth Martin, Michael Ellis, and Barry Gates.

We will also be present at the Great Train Expo at the Austin Convention Center on October 15 & 16. We will again be present at the Austin Model Railroad Jamboree which is held at the First United Methodist Church in Round Rock on October 29. This show also has layout tours.

Our next Division meeting will be on Saturday December 3 at the Round Rock Library beginning at 9:15 am. The library is located at 216 E. Main St. in Round Rock. On I-35, exit at RR 620 (Exit 252B) and proceed East on RR 620 for a few blocks to the intersection with Main St. and continue East on Main St. for another block and half to the library. David and Sammy Nicastro will present a clinic titled "17 ways not to make signals – and 1 that works pretty well". We will have our normal show and tell table, social time and Deal or Duds.

We do all communications about our Division 4 meetings via email. If you are not receiving emails about our Division meetings, that means I do not have a valid email address for you. Please send you email address to Elmermerk@aol.com

November is National Model Railroad month. I always invite my neighbors to an open house on my railroad every year. I do this as part of the layout tour program conducted by the Austin Model Railroad Jamboree. You never know where you may find a future model railroader – or future NMRA/LSR member.

We stopped in Silverton, CO during our summer trip this year during the week of the train festival. I spent some time watching a crew work on a steam locomotive replacing a bolt on the equalizer which was a major job. I also managed to get a one hour ride on a motor car while they were in town. The Galloping Goose and the Eureka and Pacific wood burning locomotive were also in town along with the usual Durango and Silverton trains. It was a busy and enjoyable week there.

On the operating front, Chuck Ellis and David Nicastro are gearing up for operating sessions this fall. David Barrow, Pete Guy, Phil Sharpneck and I have regular operating sessions also.

Until next time, try an operating session. You will like it!

Division 5

by Dave Lamberts
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Every fall the club has an ice cream social – this October being no exception. Those of you who came to Lubbock for the convention may recall Allan Hagens' beautiful outdoor G scale garden layout. This was the location of the ice cream social. The ice cream must have been exceptional as two new members joined the club that night.

The 23rd Annual National Cowboy Symposium & Celebration (NCSC) was held September 8 - 11, 2011, at the Lubbock Memorial Civic Center in Lubbock, Texas. The purpose remains to celebrate, preserve, and pass along our American Western heritage and cowboy culture for those who know and love it, and for those who have never known it before to learn from and enjoy it as well. The event schedule includes entertainers, poetry and storytelling, western writers, film and movie seminars, a Youth Wild West Day, horse-handling demonstrations, a horse-themed parade, Native American Indian activities and presentations, the ever-popular chuck wagon Cook-off, and exhibits of Western artworks and merchandise. Every year the Lubbock Model Railroad Club is invited to attend and set up our modules. We always take along a stack of our club's business cards to pass out.

I am finishing up the convention reports and will have them to Bill McPherson soon.

Division 6

by Tom Crosthwait
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It almost rained in south Texas last week and we finally have had a couple of days below 100 degrees. I hope that everyone has survived one of the worst summers on record. Alamo Model Railroad Engineers (AMRE) has just completed their fall show and jamboree. As with all railroad jamboree activity in San Antonio, it was held at the Live Oak Civic Center. A tree making clinic was held at HobbyTown USA and sponsored by San Antonio NTrack. The folks at SANTRAK continue to take advantage of the dedicated room for small clinics offered by HobbyTown. Check with the store manager for the schedule of events.

San Antonio Model Railroad Association (SAMRA) is progressing with the work on the club layout, The San Antonio and Northern Railroad. Four groups of members are currently working on scenery and another group of two is replacing older flex-track and turnouts. The standards require all turnouts to be DCC friendly.

SAMRA hosts two operating sessions each month. Special OP sessions are held on holidays. Labor Day saw about 12 people move 16 trains across the layout. Thursday evenings and Sunday afternoons of each week are for "Fun Runs" at SAMRA.

There is another active group at SAMRA that is not talked about much. The modular special interest group has a large layout open on the weekends in the Wonderland of Americas Mall located at Loop 410 and IH-10 in the northwest part of the city.

Between the AMRE layout at Texas Transportation Museum, SAMRA's layout in the Bob Clarke Rail Heritage Center and SAMRA's modular SIG at the mall, there are plenty of opportunities for San Antonio visitors to see model railroading in action.

With the cooler weather finally upon us, I hope that all of you can get back into the train room and complete a couple of the projects that hold down your work bench.

Division 7

by Don Kimmell
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Hello again from dry North Louisiana, sure could use some rain around here.

Upcoming events first off;
All the folks in South Texas get ready for a visit from the Man in Red! The KCS' Holiday Express will be visiting the macaroni line this year! Dates and locations are:

Friday Nov 25th—Kendleton, KCS Intermodal Shipper Facility
Saturday-26th El Campo, Evans Park
Sunday—27th Victoria, Highway 59 at Burroughsville Rd.
Monday—29th Edna, Wells Street
Tuesday, Dec 6th- Texarkana, KCS Yard, 1000 West 7th Street
That is all for Texas this year, now Louisiana will get it's fair share this year, we will be going down the old L&A route.
Thursday, Dec 1st Pineville, Melrose Street
Friday, Dec 2nd Baton Rouge, 1401 Foss Street
Saturday, Dec 3rd LaPlace, Hemlock Street
Sunday, Dec 4th Gonzales, East Ascension Street
Monday, Dec 5th Shreveport, Festival Plaza

All the other stops are in Arkansas, Oklahoma, Missouri, Kansas and Illinois, a bit out of the LSR. They are making 25 stops in 27 days-Kansas City will get a whole weekend-Corporate HQ! Bit of a trip to say the least. If you are in the neighborhood, stop by and say hello to your friendly Elves!

The ArkLaTex crew just returned from the LMSR's Annual Train Show, we had a great time, despite the rain on Sunday, a stuck RV, among a few other issues. Bob and his folks did their usual great job, good attendance, and I know Chris and Larry did recruit a couple new members. All in all, a fun show!

If you have read the "Cowcatcher", you will know that the Sue Lines are up and running again, I understand they will be visiting a couple of Texas roads this month, have fun!

I want to wish everyone a Merry Christmas and Happy New Year, sort of strange saying this in Mid- October, but we do have a deadline.

Take Care and Play Trains!

Texas Gulf Division 8

by Ray Byer
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Will cool weather is here again, I hope you made Ok through the summer time heat. Division 8 has been busy this quarter. Finished up its monthly clinics for the year. We also had the annual business meeting and picnic at Zube Park thanks again to HALS and it was well attended. This year we served cold cut and the memberships brought side dishes. The dry Texas summer and burn ban put a stop to the deep fried turkeys (better luck next year).

The Houston Railway Museum had its Big Texas Train show. Your Division 8 Director was there along with the LSR Membership co-chairman, Mike Jobe. We didn't have much luck in signing up new member but we did have some say they would think about it. So if you know of some people you think may wish to join. Sign them up and show them all of the fun.

The Division 8 membership is staying around 270 in the division. If you are a current member thank you for your support. If you are a new member, I want to welcome you to the NMRA and your Division 8. If you need help please e-mail me.

Next year your Division 8 is hosting the LSR Region convention. Hope to see there.

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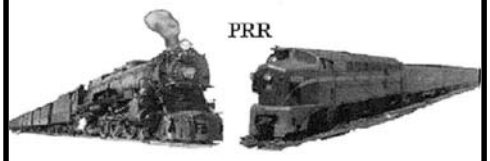
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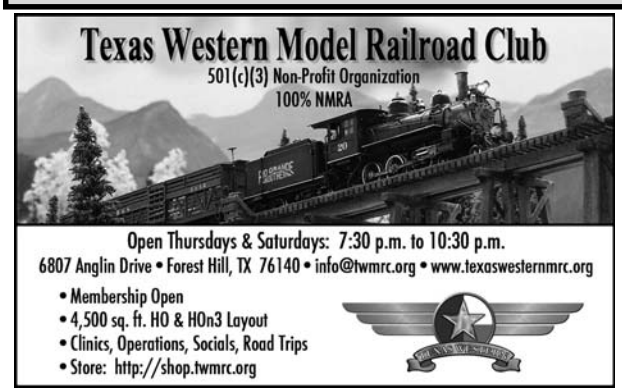
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